

THE OVERLAND CHINA MAIL
(PUBLISHED EVERY MAIL DAY)
Contains the Week's News of Hongkong and the Far East.
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The China Mail

ESTABLISHED 1845

AGENTS:
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Agents: J. H. WATSON & CO. LTD.

No. 18,630

號九廿月八年六十百九千壹

HONGKONG, TUESDAY, AUGUST 29, 1916

長四六歲年五國民華中

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HONGKONG VOLUNTEER CORPS.

Corps Orders by Lieut-Col. A. Chipman, W.D.

RESIGNED.
Pte. A. Yivash is permitted to resign from 1.9.16.

LEAVE.
Lieut. L. M. Walker is granted 2 months' leave from 6.9.16.

Pte. G. Harper is granted 1 month's leave from 1.9.16.

Spr. J. H. Bodger is granted 2 weeks' leave from 2.9.16.

Pte. J. Bentley is granted 40 days' leave from 28.8.16.

Lieut. W. Tulip is granted 1 month's leave from 1.9.16.

ENGINEER COMPANY.
(A) Detail of Engineer Co. duties at Government from 1st to 15th September have been posted at Headquarters.

(B) The undermentioned member is raised to the "Very Superior" rate of Engineer Pay from 1.9.16—Engineer Driver—2nd Corp. Surman, E. J.

PARADES.
Reference to Corps Order No. 6 of 25th inst. the parades for 2nd Sept. and 3rd Sept. will be as under:—

Saturday, 2nd Sept.—2.30 p.m. King's Park Range Engineer Co. (only) Muster Pt. 1. Trained men for all who have not already fired.

Sunday, 3rd Sept.—9.00 p.m. King's Park Range all units Muster Pt. 1. Trained men for all who have not already fired.

HONGKONG POLICE RESERVE.

COMBINED SERVICE.

All ranks, except Petrolmen on Duty, will parade at Central Police Station at 8 p.m. sharp on Wednesday, August 31st. Uniform, Helmets, but without rifles. Mounted Police will attend dismounted. The Band and Orchestra will not attend.

MOUNTED POLICE.

All ranks will fall in at Stables at 8 p.m. sharp on Friday, Sept. 1st, for instructions for the A.N.P. (R.) Traffic Patrols.

LECTURE.

Monday, Sept. 4th.—Chinese Bombs and other explosives. Lecture by Mr. Dorey, Government Analyst. Open to all Inspectors and Sergeants, and to all Petrolmen of one year's Service.

Thursday, Sept. 7th.—All ranks will attend a Lecture on Discipline and Routine by the D.S.P. at the Victoria Theatre at 8.40 p.m. Uniform will be worn, with Helmets or Caps and white covers.

(Sgt.) F. C. JENKIN, D.S.P. (R.).

TANG YUK, Dentist, successor to the late SIEN TING.

14, D'ARCADE STREET.

TERMS VERY MODERATE

Consultation free

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EVER ISSUED UNDER

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The Chinese Mail

華字日報

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NOTICE.

ANY EUROPEAN, Non ASIATIC or INDIAN desiring to leave the Colony should apply in writing for permission to do so to the Captain Superintendent of Police, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hours of the train by which the applicant wishes to leave. Applicants should apply in person for the passes at the Central Police Station between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
1.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 10 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS.
8.50 p.m. and 9 p.m. 9.30 p.m. to 11.00 p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAY.
7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 8.10 p.m. Every 10 minutes.
NIGHT CARS as on Week Days.

SPECIAL CARS.

Extra Car at 12 midnight.

SPECIAL CARS by arrangement as the Company's Office, ALBERT ROAD CENTRAL, Des Voeux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office.

No Season ticket will be used until payment thereof has been made in Bank Notes or by Cheque on Commercial order representing Bank Notes.

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TELEGRAPHIC ADDRESS: "VICTORIA," J. WITCHELL, Manager.

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TOTAL FUNDS AT 31st DECEMBER, 1914, £23,970,367.

I—Authorized Capital £8,000,000

Subscribed Capital £4,000,000

Paid-up Capital £2,477,600

II—Fire Funds £3,877,047

III—Life & Annuity Funds £1,567,690

Sinking Fund Account £23,970,367

Revenue Fire Branch £2,381,454

Life and Annuity £2,141,693

Revenue Marine Department £37,539

Other Receipts £18,940

£23,970,367

The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

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OVERLAND EDITION.

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BUTTERFIELD & SWIRE Hongkong, China and Japan Agents.
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Mr. Roxburgh, Messrs. Thornycroft's Representative, is at present in Hongkong and may be seen by appointment.

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MOSCATINE.

THE INFALLIBLE INSECT REPELLER.

DELICIOUS PERFUME. PERFECTLY HARMLESS.

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STRAND 1" to 15" CIRCUMFERENCE
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Oil Drilling Cables of any size up to 3,000 feet in length

Fishes, Samples and full particulars will be forwarded on application to
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Hongkong, April 11, 1912.

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THE HONGKONG HOTEL

AND

GRILL ROOM

J. B. TAGGART

MANAGER.

PEAK HOTEL.

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Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
FIRST-CLASS FAMILY RESIDENTIAL AND TOURIST HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' rooms, Roof Garden.
Terms: From \$5 per day. Manager: E. O. PEDESTAL.

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LD. Portland Cement

In Casks of 375 lbs. net.

In Bags of 50 lbs. net.

Shewan, Tomes & Co

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JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON, CANTON TO HONGKONG

TUESDAY, 29th AUGUST.

8 A.M. 'HONAM' 6 A.M. 'HEUNGSHAN'
10 P.M. 'FATSHAN' 5 P.M. 'KINSHAN'

WEDNESDAY, 30th AUGUST.

8 A.M. 'HEUNGSHAN' 8 A.M. 'HONAM'
10 P.M. 'KINSHAN' 5 P.M. 'FATSHAN'

Single Fare by Night Steamer \$ 6.00
Return Fare by Night (available also for Return by day Steamer) 11.00
Single Fare by Day Steamer 5.00
Return Fare by Day Steamer 9.00

HONGKONG-MACAO LINE.

S.S. 'SUI TAI' Tons 1861.

HONGKONG TO MACAO.

Week days at 9 p.m. from the Company's Wing Lok Street Wharf

at 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Daily at 7.30 a.m.

CANTON-MACAO LINE.

S.S. 'SUI-AN'.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 6.30 p.m.

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S.S. 'SAINA' 588 Tons, and S.S. 'NANSHING' 469 Tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers 'LINTAN' and 'SANTU'. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fans in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

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(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.

Town Office, 45, CORNHILL ROAD CENTRAL, Hongkong. Telephone No. 459.
Shipyard: Sham Shui Po, Kowloon, Hongkong. Telephone No. 39.
Estimates furnished on application.

WONG PING WA, Manager.

Hongkong, April 1, 1912.

Bournville

The "COCOA de Luxe"

HIGHEST GRADE

BRITISH MADE

Cadbury

"BOURNVILLE COCOA" represents the highest grade of pure cocoa preparation on the market; it fully maintains its high reputation in food value and delicacy of flavor, and is second to none in any respect whatsoever."

Medal Exposition, Paris, 1912

The Mark of Purist.

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CHOCOLATES

In Tins and Fancy Boxes

Specially Packed for Export

FROM "THE FINEST IN A GARDEN" BOURNVILLE, ENGLAND

INTIMATIONS



NOTICE BY THE SANITARY BOARD.

WARNING TO HOUSEHOLDERS.

HOUSEHOLDERS are warned of the RISK OF INFECTION arising from the practice of allowing persons, who are not in the household's employ, to sleep in the servants' quarters. Any person (whether adult or child) found in servants' quarters at any time, without the householders' permission, may be detained by the householders and handed over to the police for prosecution under the Sanitary Board Ordinance, 1903.

It is unlawful for any householders to allow any room in his servants' quarters to be occupied by more persons than one adult or two children under 10 years of age, or to allow any room to be used for any other purpose, and 330 cubic feet of clear and unobstructed air space.

If the room contains a cubicle, 50 square feet of floor space, and 350 cubic feet of air space are required for each adult.

By order of the Board,
W. BOWEN ROWLANDS,
Secretary.

Hongkong, Aug. 29, 1916.

MADAME

CLARA BUTT
ON
COLUMBIA
RECORDS.

COLUMBIA RECORDS ARE MORE FAITHFUL TO THE ORIGINAL, WHETHER THE HUMAN VOICE OR INSTRUMENTAL MUSIC.

Sole Distributors.

ANDERSON MUSIC
CO., LTD.SILIMPON (SEBATTIC)
COAL.

THE Undersigned having been appointed Agents for the COVIE HARBOR COAL CO., LTD., are prepared to quote prices for best quality SILIMPON COAL (either cargo or Bunkers) at 1000 lbs. per ton, delivered at the wharf, or 1000 lbs. per ton, delivered at the wharf, or 1000 lbs. per ton, delivered at the wharf.

At Silimpin Coal is compared favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Steamers calling at SEBATTIC or SANDAKAN are prepared to receive SILIMPON COAL (either cargo or Bunkers) at 1000 lbs. per ton, delivered at the wharf, or 1000 lbs. per ton, delivered at the wharf, or 1000 lbs. per ton, delivered at the wharf.

At Silimpin Coal is compared favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

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BRADLEY & CO., LTD.,
Agents for the Harbour Coal Company, Limited.
Hongkong, Dec. 2, 1915.

PATELL & CO.
Importers-ExportersCommission Agents
HONGKONG.

Branches:—
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SHANGHAI,
CANTON

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PROVINCIAL TRADE NOTICES of leading Manufacturers, Merchants, etc., in the principal provinces of the United Kingdom.

A copy of the current edition will be forwarded free of charge, on receipt of Postal Order for 2s.

Desires seeking Agencies can advertise their trade cards for 2s. for larger notices, 5s. for 1000 words.

The London Directory Co., Ltd.,
25, Abchurch Lane, London, E.C. 4.

INTIMATIONS

CANTON ROWLOCK RAILWAY.
NOTICE.RESUMPTION OF THROUGH
TRAIN SERVICE.

THE Public is hereby notified that on and from TUESDAY, 29th instant, and until further notice the following trains will run between Kowloon and Canton and vice versa:

L.P. EXPRESS TRAINS.

Kowloon Dep. 8.05 a.m.
Canton Arr. 11.45 a.m.
Kowloon Dep. 2.30 p.m.
Canton Arr. 6.35 p.m.

SLOW THROUGH STOPPING AT ALL
STATIONS.

Kowloon Dep. 9.30 a.m.
Canton Arr. 12.30 p.m.
Kowloon Dep. 7.30 a.m.
Canton Arr. 11.00 a.m.
Kowloon Dep. 3.30 p.m.
Canton Arr. 6.55 p.m.

SLOW THROUGH STOPPING AT ALL
STATIONS.

Canton Dep. 8.30 a.m.
Kowloon Arr. 4.45 p.m.

By Order.

A.S. MACKINCHAN,
For Manager.

British Section,
Kowloon-Canton Railway

The ADMINISTRATION,
Canton-Kowloon Railway.

Hongkong, Aug. 29, 1916.

NOTICE.

DEUTSCH-ASIATISCHE BANK,
HONGKONG
(In Liquidation).

CREDITORS are requested to send in their CLAIMS to the undersigned on or before 31st August, 1916.

HONGKONG & SHANGHAI BANK
INC. Liquidators.

Appointed by the
Hongkong Government.

Hongkong, June 13, 1916.

REV. H. O. SPINK—MEMORIAL
SERVICE.

A MEMORIAL SERVICE, beginning at 8.15 p.m., will be held in St. Andrew's Church, Kowloon, on TUESDAY, 29th August, in memory of Rev. H. O. SPINK, formerly Chaplain of St. Andrew's, recently killed in action on the Western Front.

An address will be given by the Bishop of Victoria, to whom Rev. H. O. Spink was Curate in Liverpool.

Hongkong, Aug. 22, 1916.

THE BANK OF CHINA.

CANTON.

NOTICE IS HEREBY GIVEN that the payment of the Coupons of the CHINESE GOVERNMENT OF INTERNAL LOAN BONDS OF THE THIRD AND FOURTH YEARS will be made by us at the Office of the HONGKONG AND SHANGHAI BANKING CORPORATION, No. 1, Queen's Road Central, Hongkong, while our Canton Office is temporarily closed.

Hongkong, Aug. 21, 1916.

DAIRY FARM NEWS.

NOTHING CAN EXCEL
OURDAIRY BRAND
BUTTER.

IT IS ABSOLUTELY THE BEST
NEW ZEALAND TABLE BUTTER.

Sole Agents
THE DAIRY FARM CO., LTD.

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FRENCH LESSONS

G. MOUSSON.

15, Morrison Hill Road.

JAPANESE MAKERS

Every kind of Footwear

MADE
TO
ORDER

CHERRY & CO.

25, PRINCE STREET.

Opposite Hongkong Hotel

Telephone No. 491.

Hongkong, March 20, 1916.

30, PRINCE STREET.

Opposite Hongkong Hotel

Telephone No. 491.

Hongkong, March 20, 1916.

30, PRINCE STREET.

Opposite Hongkong Hotel

Telephone No. 491.

Hongkong, March 20, 1916.

30, PRINCE STREET.

Opposite Hongkong Hotel

Telephone No. 491.

Hongkong, March 20, 1916.

"CAPSTAN"
For Flavour. NAVY CUT For Quality.STORIES OF THE
BATTLEFIELDS.ENGLISH BOY'S DARK DAYS
UNDER THREE ROOTS.

Mr. Philip Gibbs, the correspondent of the London "Daily Chronicle," tells the following story in one of his recent despatches:—

The Germans had dug shallow trenches, but they were churned up by our heavy guns, and it is difficult to dig in again because of the roots of great trees, and the fallen timber, and the masses of twigs and foliage which have been brought down by British and German guns.

When our troops went into Trones Wood under most damnable fire of S.V.s they grubbed about for some kind of cover without much success.

But some of them had the luck to strike upon three German dugouts which were exceptionally deep and good.

Obviously they had been built some time ago for officers who, before we threatened their second line, may have thought Trones Wood a fine dwelling-place, and not too dangerous if they went under ground.

They went down 40 feet, and panelled their rooms, and brought a piano upon for musical evenings.

A young company commander found the piano and struck some chords upon it at a time when there was louder music overhead—the scream of great shells and the incessant crash of high explosives in the wood. Further on, at the edge of the wood, our men found a machine-gun emplacement built solidly of cement and proof against all shell splinters, and it was from this place that many of our men were shot down before the enemy's guns could be bombed out.

One of the most extraordinary experiences of this woodland fighting was that of an English boy who now lies in a field hospital smiling with very bright and sparkling eyes because the world seems to him like Paradise after an infernal dwelling-place. He went with the first rush of men into Mametz Wood, but was left behind in a dug-out when they retired before a violent counter-attack.

Some German soldiers passed this hole where the boy lay crouched, and flung a bomb down on the off-chance that an English soldier might be there. It burst on the lower steps and wounded the lonely boy in the dark corner.

He lay there a day listening to the crash of shells through the trees overhead—English shell-fire—not daring to come out. Then in the night he heard the voices of his own countrymen, and he shouted loudly.

But as the English soldiers passed they threw a bomb into the dug-out, and the boy was wounded again. He lay there another day, and the gunfire began all over again, and lasted until the Germans came back. Another German soldier saw the old hole and threw a bomb down, as a safe thing to do, and the boy received his third wound.

THE ENGLISH GARDEN.

He lay in the darkness one more day, not expecting to live, but still alive, still eager to live and to see the light again. If only the English would come again and rescue him!

He prayed for them to come. And when they came, capturing the wood completely, and finally, one of them, seeing the entrance to the dug-out and thinking Germans might be hiding there, threw a bomb down—and the boy was wounded for the fourth time. "This time his cries were heard, and the monotonous repetition of this ill-luck ended, and the victim of it lies in a white bed with wonderful shining eyes.

A GERMAN STORY.

The German prisoners have stories like this to tell, for they suffered worst of all under the fury of our bombardment and the coming and going of our troops in the woodland fighting. I spoke with one of them to-day—one of a new batch of men

whose number I reckoned as 300, just brought down from Bazentin-le-Grand.

He was a linguist, having been an accountant in the North German Lloyd, and gave me a choice of conversation in French, Italian, Greek or English. I chose my own tongue, but let him do the talking, and standing there in a barbed wire entanglement, surrounded by hundreds of young Germans, unshaven, dirty, haggard and war-weary, but still strong and sturdy men, he described vividly the horrors of the wood up by the two Bazentins where he and these comrades of his had lain under our last bombardment.

INDIANS' KINDNESS.

They had but little cover except what they could scarp out beneath the roots of trees. And the trees crashed upon them, smashing the limbs of men, and shells burst and buried men in deep pits, and the wounded lay groaning under great branches which pinned them to the ground or in the open where other shells were bursting. From what I can make out some of the men here retreated across the country between Bazentin and Delville Wood, for they were the men who were captured by our cavalry.

"My comrades were afraid," said this German sergeant. "They cried out to me that the Indians would kill their prisoners, and that we should die if we surrendered. But I said, 'That is not true, comrades. It is only a tale. Let us go forward very quietly with our hands up.' So in that way we went, and the Indian horsemen closed about us, and I spoke to one of them, asking for mercy for our men, and he was very kind, and a gentleman, and we surrendered to him safely."

He was glad to be alive, this man who came from Wiesbaden. He showed me the portrait of his wife and boy, and cried a little, saying that the German people did not make the war, but had to fight for their country when told to fight; like other men. All his people had believed, he said, that the war would be over in August or September.

"Are they hungry?" I asked.

"They have enough to eat," he said.

"Are they not starving?"

He waved his hand back to the woodlands, and remembered the terror of the place from which he had just come.

"Over there it was worse than death."

WHITE ROSE AND THISTLE.

Over there, on the one small village of Bazentin-le-Grand, our heavy howitzers flung an amazing quantity of shells on Friday morning. The place was swept almost flat, and little was left of its church, and houses, but red-hot heaps of bricks and dust, and twisted iron, and the litter of destruction. Yet there were many Germans living here when the men of some famous regiment came through in the dawn with bayonets and bombs, Ypres, Ypres, and some of the Scottish all mixed together, as happens at such times. There was one great cellar under Bazentin-le-Grand large enough to hold 1,500 men, and here, crouching in its archway and dark passages, were numbers of German soldiers.

They came to meet our men and surrendered to them. And here also lay many wounded, in their blood, and unbandaged—just as they had crawled down from the ground above where our shells were smashing everything.

If any man were to draw the picture of those things or to tell them more nakedly than I have told them, because now is not the time, nor this the place, no man or woman would dare to speak again of war's glory, or of the splendour of war, or of any of those old lying phrases which hide the dreadful truth.

A MASTER REMEDY.

CHAMBERLAIN'S Colic, Cholera, and Diarrhoea Remedy is master power against all dysentery, and all intestinal pains. One box relieves a second dose is rarely necessary, to which a cure. For sale by all Chemists and Dispensaries.

INTIMATIONS



YOUR EYES

SHOULD NOT BE NEGLECTED.

At the first symptom of eye strain you should consult us. We test eyes scientifically and fit glasses to individual requirements.

LARK & Co.

SCIENTIFIC OPTICIANS
100, BLOOMSBURY, LONDON, W.C.1.

HONGKONG & MANILA

MITSUBISHI CO. LTD.

(Mitsubishi Co.)
COAL DEPARTMENT.

SOLE PROPRIETORS OF
TAKASHIMA, OCHI, MUTARE,
KISHIDAKE, YOSHINOTANI,
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MEMOS. FOR TO-DAY.

6.15 p.m.—Memorial Service in St. Andrew's Church, Kowloon.
8.15 p.m.—The Pallade, Kowloon.

MEMOS. FOR TO-MORROW.

10.30 a.m.—Auction of Provisions at Messrs. Hughes and Hough's.
10.30 a.m.—Auction of Boots and Shoes, Glass Ware etc., at Messrs. Hughes and Hough's.
2.30 p.m.—Auction of Household Furniture, Blackwood Tables, Piano, Sewing Machine, etc. at Harbour Office (top floor).

General Memoranda.

FRIDAY, September 1:—
11 a.m.—Auction of Electric Motor, Copper, Brass and Iron Pipes, etc. at Messrs. "Chiyo Maru" at Kowloon Godowns.
2.30 p.m.—Auction of Household Furniture, Piano, Table Linen, etc. at Messrs. Hughes and Hough's.

SATURDAY, Sept. 2:—
10.30 a.m.—Auction of Miscellaneous Goods at Messrs. Hughes and Hough's.

MONDAY, Sept. 11:—
10.30 a.m.—Auction of Office Furniture, Fittings, Sales etc. at Messrs. & Co's. Offices, Queen's Buildings.

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HONGKONG, TUESDAY, August 29, 1916.

THE WORSHIP OF MATERIAL WEALTH.

The Bishop of Victoria on Sunday preached in St. John's Cathedral a sermon which viewed the war as a warning against our national sins and errors. It was based on the text: "The love of money is the root of all evil." His lordship strongly condemned the money standard of valuation which, he said, England was largely responsible for imposing upon modern civilisation. "Though now, perhaps, the head-quarters of it is the land of the 'Almighty Dollar,'" he said, "we had not realised, he said, that this love of money was the root of all kinds of evil—rubbish atrocities, opium traffic in China, gin traffic in Africa, slums in England, extravagant and ostentatious living, unpaid debts, gambling and betting, mercenary marriages and consequent increasing numbers of divorces, class strife and suicides. So far it must be admitted that this is a 'true bill'; but there is another side to the account. The Bishop rather suggested that the moral state of England has been growing steadily worse, because the evidence of the prevailing 'love of money' is so much the greater now than it was a century ago. But what historian who has studied the history of the past century, and what man or woman who has lived through the greater part of it, can affirm that the moral state of the people is not immeasurably better now than it was a century ago, despite the great increase in the national wealth—perhaps even to a large extent because of it? For the accumulation of riches is not so much prompted by pure love of money as by the not unworthy desire to succeed in whatever enterprise a man may embark. The accumulation of money is, but the measure of that success, and so far as there exists a love of money it is really nothing more than admiration of the successful achievement which that money represents. The great war has shown plainly enough that men who have money enough to pass a lifetime in case and luxury have souls which soar high above the love of their money. Hundreds, aye thousands, have gone forth to battle both on land and sea and made the supreme sacrifice of life itself in defence of national honour and the interests of Civilisation and Humanity. I, a Bishop told his hearers that 'to break Prussian militarism will be of no use unless we also banish England's worship of material wealth.' In practice what does this really mean? Does it mean that we must cease to be what the world regards as 'progressive'? That we must relinquish our great overseas trade, because it may be said of it that the 'love of money' is the main incentive to this trade? Must we frankly discourage in the young the virtue of thrift which is surely the seed of 'a love of money'? We fear that at best the Bishop's advice is of too Utopian a character for application in a progressive work-a-day world. Our trade enterprise, our Empire itself, may be said to have been

created out of a 'love of money'—a desire for material wealth and for place and power in the world. There have been attendant evils, no doubt, but let us not overlook the incalculable amount of good which it has brought to millions on the face of the globe. We quote but on testimony to this—the testimony not of a prejudiced Englishman, but of Mr. W. H. TAST, who in his time has been President of the United States of America and has had experience as a Colonial Governor. A little more than two years ago in the course of a public speech he said:

"When I think of what England has done in India for the happiness of those people; how she found these many millions torn by intestine strife, disrupted with constant wars, unable to continue agriculture or the arts of peace, with inferior roads, tyranny and oppression, and when I think what the Government of Great Britain is now doing for these alien races, the debt the world owes England ought to be acknowledged in no grudging manner." All this good has flowed from "the root of all evil"—the pursuit, in the first place, of wealth; and the tribute which Mr. TAST paid to British rule in India is more or less applicable to all the British Colonies or Protectorates of Africa as well. The flag in most instances has followed the trade—a trade, if you will, prompted by a desire for wealth or "a love of money." We do not wish to hold up "the love of money" for undiluted admiration; but our point is that the accumulation of riches by individuals in this imperfect world may be quite consistent with benevolence to the public at large, and in the later act of inevitable distribution, and that the elimination of "the love of money" involves the elimination of that spirit of enterprise and adventure which, if it has been attended by some evil, has undeniably wrought an overwhelming amount of good. What is needed is not a restriction of the total wealth but a wider distribution of it. We question whether there is much love or admiration in England for the millionaire. Few books have exercised a greater influence upon English thought and legislation in the past twenty years than those of JOHN RUSKIN on Political Economy. In one of his books RUSKIN declares that "no man can become excessively rich except by the unjust taxation of other men's labour." But, as long as the world endures there will exist men who will be deaf to any such teaching, and we fear the time which the Bishop foresees "when Christian men will be ashamed if they are very rich" is yet a long way off, or would be if it were left entirely to the influence of the pulpit on the modern Caesars; but it is quite possible that the tendency of modern legislation to penalise excessive acquisitiveness will leave England fewer millionaires at the end of the century than she had at the beginning.

NEWS OF THE DAY.

LOCAL AND GENERAL

A Manila paper of last Thursday's date mentions that 20 more cases of cholera were reported in Manila during the preceding 24 hours.

The Governor General of the Philippines (Mr. F. B. Harrison) last week made an ascent in a hydro-aeroplane, and stayed in the air 39 minutes.

The memorial service in memory of the Rev. H. O. Spink killed at the front, commenced at 6.15 p.m. this evening at St. Andrew's Church, Kowloon.

Sir Robert Ho Tung has been promoted to the Second Class of "Ka Wo" (Excellent Grain) Order. The Third Class of "Ka Wo" Order was conferred on Sir Robert in October, 1914.

We are pleased to be able to state that the report that Dr. Randall Vickers of Wuchow, who early in the month stayed at Chung Shan, had contracted typhoid proves to be incorrect. Dr. Vickers left the hospital yesterday and will be returning to Fuzhou in the course of a few days.

A junk was attacked yesterday at Fung Bay while on a journey from Kai Chung to Hongkong. Two other junks were alongside and four men carrying revolvers jumped on board and carried off a couple of pigs, \$10 in money and some clothing, the whole of the value of \$60.

THE LAW COURTS.

CLAIM FOR A DEAD DOG.

SUPPOSED TO HAVE BEEN
KILLED BY NEGLIGENT
CAR DRIVER.

The Chief Justice, Sir Wm. Rees Davies, K.C., this morning presided over the Summary Court to consider a claim by Duncan Tollen, living at 19, Wong Nei Cheong Road, for \$50 damages against the Ford Garage Co., 25, Des Vaux Road Central, for the death of a Japanese poodle which was killed by the defendant's servant on July 16th last through the alleged negligence of the driver of motor car No. 58 along Wong Nei Cheong Road.

Mr. Crew, of Messrs. Hastings & Hastings, appeared on behalf of the plaintiff, and Mr. J. H. Gardiner represented the defendant.

An application for an adjournment was made by Mr. Gardiner on the ground that he could not proceed with the defence owing to the absence in Hongkong of the people who were riding in the car at the time. Mr. Gardiner understood they could not be back in Hongkong much under a week.

His Lordship observed that in cases where an adjournment was required a great deal of trouble would be saved if applications were made in Chambers.

Mr. Gardiner said he was not informed until 4.30 yesterday afternoon.

The writ was issued on July 28, said Mr. Crew, and fixed for hearing on August 11th, so that Mr. Gardiner had two weeks in which to get up his case and apparently his clients did nothing during that time. Mr. Crew went on to refer his Lordship to a case in which Mr. Justice Gompertz dismissed a case with costs and refused to grant an adjournment to Mr. Davidson because his clients had changed their solicitors.

Mr. Gardiner: The circumstances are entirely different. His Lordship thought a change of solicitors was quite a separate thing and asked Mr. Crew if he had received notice of the proposed adjournment to-day.

Mr. Crew said he believed his firm did, but he did not himself. He pointed out that three of his witnesses were Europeans who had arranged to come there at some measure of inconvenience. It was too late for his firm to do anything yesterday afternoon. Only a short time ago Mr. Leo, D'Almeida made an application to Mr. Justice Hazland on behalf of a plaintiff for an adjournment and Mr. Hazland allowed three weeks for the defendant's appearance.

His Lordship: There is some slight distinction when a plaintiff applies for an adjournment and a defendant.

Mr. Gardiner said he suggested a week, adding, that he had no control over those people. He could not say: "You have got to stay here because you are witnesses in a case."

His Lordship: How much is the claim?

Mr. Gardiner: Fifty dollars.

"Why don't you pay for the dog and finish with it?" asked the Chief Justice. Mr. Crew said he did not desire to proceed with his case to-day unless Mr. Gardiner was prepared to use only the evidence available at the moment—that of the driver.

Ultimately the case was fixed for Tuesday, August 29th, the Chief Justice observing that he would not grant a further adjournment.

THE SESSIONS MURDER CHARGE.

TWO PRISONERS DISCHARGED ON LESS GRAVE COUNT.

The Attorney General, the Hon. Mr. J. H. Kemp, this morning entered a *nolle prosequi* in the case of a charge of attempted robbery against two Chinese at Tyam-tuk. The men, in company with two others, were arraigned at the Sessions on a charge of murdering a boat man. Two were sentenced to death by the Chief Justice, Sir Wm. Rees Davies. The jury failed to agree as to the other two and they were accordingly discharged on the capital charge.

After leaving the Court this morning the two prisoners were arrested on a detestable warrant preparatory to their being deported.

THE MAGISTRACY.

TRADE MARKS CASE.

A case was mentioned in the Magistrate's court this morning in which Messrs W. G. Humphreys and Co. summoned the Hongkong Soap & Soda Co., a Chinese firm, for infringing their trade mark on a number of tablets of soap.

The same firm also summoned the Yau Ho firm under the same ordinance in respect to lamp burners.

Mr. Grist represented plaintiffs and said an agreement had been arrived at with each party of defendants.

The cases were adjourned *sine die*.

CHAIR COOLIES PROSECUTED.

The Japanese vice-consul, Mr. Kaku, summoned two chair coolies for misconduct at the Magistrate's court.

It appears that the complainant engaged the chair to take him from his office to his house, kept them waiting for sometime, and on leaving his house he paid them off and engaged another chair. During the time the defendants were waiting they thumped on the door and used abusive language, and complainant understood that after he had left, the defendants again rattled the door and struck his wife.

The case was adjourned for evidence.

THE DOCTOR'S CAR.

Mr. Wood this morning discharged the driver of a car belonging to the Connaught Road Garage who was summoned for driving a car without proper light.

Mr. P. W. Goldring, who appeared said Dr. Allan was in the car at the time and directly he saw the lights were not working properly he ordered the car back to the garage. Just before reaching the garage a constable saw it.

Mr. Wood asked Inspector Garrod if he was willing to accept the state, ment.

The Officer said he could not do otherwise, but added it was hard lines on constables who brought such cases to have them "turned down."

THE IMPERIAL AIRCRAFT FLOTILLA.

The Hon. Mr. E. R. HALLIFAX HON. Secretary, War Charities Committee writes:—

I am forwarding to you a copy of a letter received by His Excellency, The Governor, from the Honorary Secretary and Organiser of the Overseas Club.

The booklet referred to in this letter contains mainly of some correspondence relative to the formation of The Imperial Aircraft Flotilla, which has been founded by the Overseas Club, and of a list of the aeroplanes presented to the Flotilla. Aeroplanes Nos. 2 and 3 on the list were presented by Residents in Hongkong, and Aeroplanes No. 4 by the Partners in the Tai Yau Bank, Hongkong. Two other aeroplanes on the list have been given by Sir Robert and Lady Ho Tung. The five aeroplanes out of a list of 69, at the date on which this booklet was prepared, and published had been contributed by residents in the Colony. I am directed by the War Charities Committee to state that they are prepared to accept, and to forward to the Overseas Club, any subscriptions specially earmarked for the "Imperial Aircraft Flotilla." The object, however, being one outside the proper limits of Charity, no allocation and be made to it from the General Funds in their hands.

[ENCLOSURE.]
The Overseas Club,
London, 26th June, 1916.

His Excellency
Sir Francis H. May, K.C.M.G.,
Hongkong.

Sir, I have great pleasure in forwarding to you a booklet concerning the formation of the "Imperial Aircraft Flotilla," which I hope you will find interesting. It contains a complete list of all the aircraft presented to the British Government by our fellow subjects overseas since the outbreak of the war.

Up to date, the Overseas Club has presented to the Government 71 aeroplanes; but in addition to these machines, a large number of other gifts were directly inspired by our propaganda although presented through other sources.

Our aim in creating the Imperial Aircraft Flotilla was not only to enable our fellow-subjects overseas to take a share in the Empire's defence, but to afford them an opportunity of definitely associating themselves with the Royal Flying Corps.

One of the features of the war has been the enormous wastage of aircraft and may we therefore appeal to you definitely to associate your community with the Royal Flying Corps by the presentation of an aeroplane, or aeroplanes through us, named after the donors? In a letter, the Secretary of State for the Colonies, Mr. Balfour Lawley, expresses a hope that the Imperial Aircraft Flotilla will number 100 units. Will you help us to reach that total?

Sir David Henderson, Commanding the Flying Corps, has arranged that even if the original aeroplane presented should be destroyed, a new one will bear the same name, so that your link with our Air Services will be a permanent one. May I ask you kindly to acknowledge the receipt of the booklet, I am, Sir, Your obedient servant,
(Sd.) JOHN EVELYN WREICHEL,
Hon. Secretary and Organiser.

CLIMBING JAPAN'S SACRED MOUNTAIN.

[BY A VISITOR TO JAPAN.]

No one who has travelled along the coast between Yokohama and Kobe can forget the beautiful mountain that stands up close to the coast with such magnificent form. This mountain is unique among the great peaks of the world as it rises almost perpendicular from the coast line to a splendid height. From the top, which stands 12,363 ft. above the sea, one can see the sea in a number of directions. The rise from the level lands is so abrupt that the ascent is made with great difficulty. I have seen some of the famous peaks in the Alps and still more in the Rockies, but this mountain excels them all in its speedy rise and in its graceful symmetry.

The vegetation extends about six thousand ft. up the sides of Fuji and from there to the top barren rocks and shifting scoria greet one all along. As the top is reached the rugged breaks in the crater appear. The other day I stood on the summit and looked down. Nothing could be seen except the snow and piles of stones and beds of scoria.

WHAT FUJI IS TO THE JAPANESE.

This is the season for climbing Fuji and one can see great crowds of Japanese making the toilsome ascent all the time of the day. Men, women, and children are making the climb. They are not making the trip to get a good view of the country. Some are doing it for this reason, but far the larger number believe that there is great virtue coming to them as a reward for their struggles. It is a religious duty to climb this sacred mountain once in life. They go to the summit and worship at a little shrine and return to their homes, and ever afterwards feel that they will be the better for the trouble. Few ever make the trip but once. There are two kinds of fools in Japan (so the natives say), one who has never climbed Fuji, and one who has climbed it twice.

WHY FOREIGNERS MAKE THE TRIP.

Not only are many Japanese to be seen as one ascends, but now and then one can see foreigners. These foreigners may have great difficulty in making the climb, yet they do it, and even women and girls are seen struggling to reach the summit. The foreigners make the trip to get the view. On a clear day one can see many miles in every direction. Even on a cloudy day at certain times the view begs all description. From thousands of feet above the clouds the traveller can look down on the variegated colours of cumulus clouds. The shades of the evening sun give colour and beauty to the sea of clouds that no artist can ever paint. It is worth days of effort to get a view of this kind. Then again when the sunset sun rises view is seen there is an impression of nature's grandeur that leaves a feeling of awe and wonder. Such views are not to be had elsewhere and are well worth the effort that is necessary to see them.

HOW AND WHEN TO MAKE THE CLIMB.

On the main trunk line from Tokyo to Kobe and other points in Japan the traveller can come to Gotemba and from this point take a horse car to near the foot of Fuji. After leaving the horse car horser can be engaged to take one to the eight station, which is less than a mile from the top, and from the eight station to the top men can be engaged to pull or push the traveller on to the top. Yet many of the people walk all the way from the horse car to the top and back down. This can be done by the strong if their lungs are good and they do not need to fight too hard for air.

The time to make the climb is from the first of July to the middle of September. At other times it is too cold. Even at the middle of August there can be snow seen near the top. Sometimes in August there will be considerable snow fall. It is always cold after reaching the sixth station. Some have great difficulty to make the trip ever under the most favourable conditions, yet during the season by using care and the help which can be had along the way most any one can make the trip with safety.

Gotemba, August 16.

DEATH OF PRINCE BLUCHER.

BRITISH SYMPATHIES OF GREAT WARRIOR'S DESCENDANT.

Prince Gebhard Blucher von Wahlstatt, who, according to the German papers, has died at the age of 80 on his estate at Kriebitzsch, in Silesia, after a fall from his horse, was well known in England. For many years he resided in the little island of Herm, three miles from Guernsey, and built a fine house in the centre of the 320 acres of which it consists. The first Prince was the Prussian Field-Marshal of Katzbach and Waterloo fame, and Prince Gebhard was the third of the line. His sympathies were strongly British, and it was due to the war that he died on German soil. Count Gebhard Blucher, who now succeeds to the title, was married in 1907 to a niece of the 13th Lord Petre, and has since made his home in London. Formerly he spent some years in South Africa.

If it is notified by advertisement in the Peking papers that "owing to the increase in the selling price of provisions in Peking and Tientsin," the Minister of Communications has decided to reduce the freight rates for transport by rail road, from the 1st to the 20th June next by 60% on the ordinary tariff on rice, flour and wheat transported by the Peking, Hankow, and Tientsin Railway and destined for Peking.

MINING IN THE PHILIPPINES.

The importance of the gold mining industry has steadily increased since the passage in 1903 of the Philippine Bill which put in effect a code of mining laws, but the first year in which the production reached any consequence was 1907, when the value of the gold extracted amounted to P137,647. The most rapid increase occurred between the years 1911 and 1913, when the production of gold increased from P378,106 to P1,400,000. During the past three years mining companies declared their incomes as follows:

Year	Number of companies	Gross Income	Net Income
1913	7	p1,365,393.58	p518,400.75
1914	12	2,439,671.86	883,294.66
1915	14	2,612,620.70	761,444.50

Of the forty-two mining companies listed, which includes companies formed for the removal of iron, copper, oil, asphalt, stone, etc., fifteen were reported as having gross incomes, eight as having net incomes, and the balance as having no income, a number of these latter companies being reported as not active.

The leading gold producing district is Aroroy on the Island of Masbate, where there are three successful quartz mines, the Colorado, Syndicate, and Kaystone.

The second district in point of production is Pagsanjan in the Province of Ambos Camarines. Here the production is at present limited to dredging, although there has been considerable development in quartz mining and it is expected that there will be producing mines in 1917. There are now eight dredges operating in the district.

The Benguet district formerly took the lead in point of gold production, but in 1910 typhoons practically destroyed the operating plants. A new plant recently completed in that district, however, is now adding heavily to the gold production for 1916.

The only hydraulic plant in the islands is on the Cansuran property in the province of Surigao.

Large areas of placer ground exist in Mountain, Nueva Ecija, Tayabas and Bulacan provinces, in the Island of Mindoro, and along the Agusan and Tabay rivers in Mindanao. A considerable percentage has been tested and is reported to be valuable enough for payable dredging operations.

THE LUMBER INDUSTRY IN MANILA.

According to figures furnished by the Bureau of Forestry and from records in the Bureau of Internal Revenue, the estimated gross value of forest products removed from public forests during the years 1914 and 1915 and the Government charges thereon, exclusive of the 1% merchants' tax on sales, were as follows:

Year	Gross Value	Charges
1914	P9,800,000.00	P422,660.61
1915	9,500,000.00	423,817.22

JAPANESE SHIPPING LOSSES.

BY GERMAN SUBMARINES.

The number of Japanese steamers which have fallen victims to German submarine raids, together with such others as are supposed to have been torpedoed by enemy submarines since the first of November, 1914, are as follows: *Yamaguchi Maru*, was sunk last November 23 to August 10th, on which date the *s.s. Tenmei Maru* was torpedoed, totalling 8 with aggregate gross tonnage of 39,048, including 4 registered in the Kwantung Leased Territory. The names of these vessels follow:

Tons	Owners
3,118	Suzuki & Co.
12,000	N.Y.K.
3,378	Mr. Hashimoto
3,081	Yamashita & Co.
3,040	Mitsui & Co.
3,380	Hakuryu & Co.
4,729	Suzuki & Co.
4,340	Tatsuno & Co.

It may be mentioned that the last-mentioned two steamers are still missing, the former while on her way to Europe and the latter in the Mediterranean, and that general supposition prevails that both were torpedoed by enemy submarines, all the crew on board sharing their fate.

The amount of loss which the insurance companies, Japanese and foreign, with which the above-mentioned vessels together with their cargoes were insured, have had to suffer is estimated roughly at P10,000,000, all told.

We may add, in passing, that the whole number of the world's merchantmen wrecked or damaged by warlike acts during twenty months since the outbreak of the European War is 1,276 with gross tonnage of 2,685,362, including 743 British vessels of 1,600,000 tons, which figures are the heaviest.

The Norwegian vessels come next—*Manchurian Daily News*.

NO CHOLERA AT MACAO.

Mr. R. de Sousa, Acting Consul for Portugal, writes to us as follows:—
I am advised by the Medical Officer of Health of Macao that there were no cases of cholera on the 26th, 28th and 27th instant. Returns for yesterday have not yet come to hand.

Beula's decision to extend her rail road system by 16,000 miles. Increases very considerably her lead in that respect over the remaining commercially undeveloped countries of the world. At present her total length of railway is just short of 33,000 miles. It is not much more than one mile of railway to every 5,000 inhabitants. But India is worse, with 74,000 people per railway mile; progressive Japan is worse still, with over 10,000; and, as Mr. Chinn, she is just speaking about. She can only offer her huge population 5,000 miles of railroad, for one mile to every 70,000 of them.—*Daily Chronicle*.

THE WAR.

LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

RUMANIA DECLARES WAR AGAINST AUSTRIA.

GERMANY DECLARES WAR AGAINST RUMANIA.

LONDON, Aug. 29.
Rumania has declared war against Austria.

AMSTERDAM, Aug. 29.
A Berlin official announcement says that Rumania's declaration of war was made last night. The Federal Council of Germany was immediately summoned.

LATER.
A Vienna telegram states that the Rumanian Note declares that Rumania considers herself in a state of war against Austria from 9 p.m. of the 27th inst.

THE HAGUE, Aug. 29.
A message from Berlin states that Germany will hand passports to the Rumanian Minister to-day.

LONDON, Aug. 29.
A Berlin official telegram states that Germany has declared war against Rumania.

LATER.
A German official announcement prefacing the declaration of war against Rumania states that Rumania's Ally after disingenuously breaking treaties concluded with Germany and Austria-Hungary.

GENEVA, Aug. 29.
A Vienna telegram states that the Rumanian Minister delivered the declaration of war to the Foreign Minister and simultaneously presented a document reciting the grievances, such as persecution, and acts of violence against Rumania by the Dual Monarchy. It states that the agreement formerly attaching Rumania to the Triple Alliance ceased to exist from the day on which Germany and Austria-Hungary broke the alliance by forcing the withdrawal of Italy from it.

The document proceeds to formulate the reasons dictating Rumania's entry into the war viz.:—Firstly, the anxiety of the Rumanians in Austria-Hungary who are exposed to the risks of war and invasion; secondly, Rumania, by intervention, believes she will shorten the duration of the world-war; thirdly, Rumania takes her place alongside the Powers able to most effectively assist her to realise her national ideal.

The telegram adds that the Declaration, though not unexpected, came as a shock and created the most painful excitement in Vienna.

TEUTON EFFORTS TO AVERT THE RUPTURE.

LONDON, Aug. 29.
A Bucharest telegram states that the Austrian and German Legations, supported by some prominent pro-Germans, finding the pressure on M. Bratino futile, tried to provoke discussion between M. Bratino and the King, but the latter did not respond to this unconstitutional procedure.

The concentration of troops was almost completed before the decree announcing mobilisation was issued.

The authorities are dismissing Allied employes, including many Germans, of which there were a number in the technical services.

BRITISH SUBMARINE HUNTING.

REMARKABLE REVELATIONS.

LONDON, Aug. 29.
Mr. Alfred Noyes, a well-known poet, describing the British system of submarine hunting, says the fleet of trawlers, etc., engaged in this work numbers now 3,000 and the personnel 100,000, mostly fishermen. Within twenty-five minutes of a submarine being reported most of the Home waters can be enclosed in a steel trap whence no escape is possible. Mr. Noyes saw a net trap a hundred miles long which was able to change its shape and shift its position at a signal. He mentions that once two submarines were caught receiving oil from a neutral tank ship.

THE BALKAN FRONT.

BULGARS ADVANCING IN GREEK TERRITORY.

BRITISH WARSHIPS DEMOLISH KAVALLA FORTS.

SALONIKA, Aug. 29.
The Bulgars entered Kavalla on the 25th inst. All the forts with one exception had been transferred to them with arms and munitions intact, in accordance with orders received by the Greek commander from Athens on the 22nd inst.

British warships immediately bombarded, and it is improbable that much of the forts are left standing, as the positions were known. Greek officers escaped in a boat and arrived at Thessalonika where they joined the Volunteer battalion against the Bulgars.

ATRENS, Aug. 29.
There is an unconfirmed report that the Bulgars operating in the region of Kavalla are 70,000 strong and are treating the Greek population most shamefully. They are installing Bulgarian authorities. No Germans are with the Bulgarians.

IMPORTANT SERBIAN SUCCESSES.

PARIS, Aug. 29.
An official report from reported from Salonika states:

British monitors bombarded enemy detachments at the mouth of the Struma. There was a reciprocal bombardment from the Struma towards Jumnika.

The Serbians made considerable progress near Vetrnik. On the road from Bandica to Ostrovo they repulsed three Bulgarian attacks, succeeding violent artillery preparation.

An intense artillery duel continues. The Bulgars have occupied several localities which the Greeks have abandoned west of Kavalla.

The Serbs have made an important advance in the region of Kukurus repeatedly defeating the enemy.

BRITISH ARTILLERY SILENCE ENEMY'S GUNS.

LONDON, Aug. 29.
A Salonika telegram states that our artillery silenced the enemy's guns at Doina.

The Bulgarians shelled Meke, on the Struma front.

THE NATIONAL AWAKENING OF GREECE.

LONDON, Aug. 29.
MM. Dousmadis and Mitaxas, mentioned yesterday, were responsible for the surrender of the forts, including Rupil, to Bulgaria.

The Paris newspapers regard their dismissal hopefully and say they are the first victims in the commencement of the national awakening of Greece.

ATHENS, Aug. 29.
The British, French and Russian Ministers visited the Premier and enquired how long Greece would passively countenance the Bulgarian advance.

They added that the Entente had no military interest to defend in Central Thessaly against the invaders and there was no risk of their being cut off from Salonika and their supplies from the sea.

THE WESTERN FRONT.

LONDON, Aug. 29.

Sir Douglas Haig in a communique states:

Some progress has been made east of Delville Wood.

The weather has been indifferent. There has been much artillery work against parts of our line, especially at Delville Wood and north of Pozieres. Our artillery was also active.

The enemy's artillery shelled our front intermittently during the day, more especially between Pozieres and Thiepval Wood.

Our artillery and trench-mortars have been in action on other parts of the front, especially opposite Calonne and Neuve Chapelle, Auchy and Hohenzollern, also west of Wytschaete.

One hundred and thirty-seven prisoners have been taken in the past six hours.

ATTACK AT FLEURY.

PARIS, Aug. 29.
A communique states that German attacks at Fleury were easily repulsed. There has been calm elsewhere.

GERMANS SHOOT AN OFFICER AND SURRENDER.

LONDON, Aug. 29.
Reuter's Correspondent at Headquarters reports an accident of a party of Germans surrendering to the Warwicks, at the Leipzig Redoubt after they had shot their officer for trying to prevent their surrender.

AN ANGLO-DUTCH AGREEMENT.

LONDON, Aug. 29.
An Anglo-Dutch agreement has been concluded under which Dutch fishing boats detained in Scotland, since the month of June, will be released on condition that Germany does not receive more than 20% of the season's catch of herring.

LATEST EDITION.

STOP PRESS NEWS.

(Reuter's Service to the China Mail.)

RUMANIA'S ENTRY INTO THE WAR.

THE NEWS WELCOMED IN PARIS AND ROME.

LONDON, Aug. 29.

News of Rumania's declaration of war has evoked the most jubilant comments in Paris and Rome, where it is described as an historic stroke of justice, marking the beginning of a phase of great tribulation for the enemy.

One of its most important consequences will be the final enclosure of Germany in a most formidable blockade, supplemented by concentric advances from all military fronts.

It is pointed out in Rome that the war is being returned with the greatest intensity to the Balkans, where it originated and where, perhaps, it will find a solution.

The wisdom of the Allies in holding Salonika is now recognised as a stroke of genius and it is not doubted that Greece also will be bound to come in.

THE PRICE OF WHEAT.

EFFECT OF RUMANIA'S ENTRY INTO THE WAR.

LONDON, Aug. 29.
The price of wheat fell 4/4 a quarter at Liverpool on receipt of news of Rumania's declaration of war.

BRITISH AEROPLANES LOST IN A STORM.

LONDON, Aug. 29.
Sir Douglas Haig reports that a heavy storm, overtook eight aeroplanes on the evening of the 26th inst., and five of them have not returned.

JAPANESE MISSIONS IN RUSSIA.

PETROGRAD, Aug. 29.
A Delegation from the Japanese House of Peers has visited the Premier and other Ministers, and the President of the Council of Empire and of the Duma.

A Japanese Military Mission has gone to the Imperial Headquarters.

JUDGE'S WAR ECONOMY.

Judge Pray, of the Bloomsbury County Court, will not wear the new robes of a county court judge until after war.

He recently criticised the action of a defendant who refused to accept a suit of clothes because of a slight defect in the fit, saying that no one should trouble about clothes during the war. His Honour has put his precept into practice.

THE THING CHILDREN.

TEETHING children have more or less diarrhoea, which can be controlled by giving Chamberlain's Colic, Cholera and Diarrhoea Remedy. All that is necessary is to give the prescribed dose after each operation of the bowels more than natural and then eat or take the medicine. It is safe and sure. Even the most severe and dangerous cases are quickly cured by it. For sale by all Chemists and Storekeepers.

SHANGHAI'S SUBSIDIARY COINAGE.

A SPECIAL COINAGE WANTED.

SCHEME OUTLINED BY MR. A. G. STEPHEN.

The question of a subsidiary coinage for Shanghai has again been raised in a letter to the Municipal Council prepared by Mr. A. Stephen, Chairman of the China Association. The letter, carrying a plan as discussed by a joint committee of the British Chamber of Commerce and the China Association, is printed in the Municipal Gazette.

According to the joint committee's plan the licensing of the exchange shops is pointed out as an urgent necessity in addition to the coinage of a standard currency based on the Mexican or British dollar value. The Council replies that the committee on by-laws will receive the recommendation of the Council for the passage of such an ordinance.

The letter from Mr. Stephen, dealing with all phases of the coinage problem, and the Council's reply, follow:—

"As you are aware the question of subsidiary coinage has, for some time past been prominently before my Committee and some time ago a joint Sub-Committee representing the China Association and the British Chamber of Commerce was constituted to consider and report upon the subject.

"The matter has recently again been brought urgently to the notice of my Committee by the issue by the Chinese Government Mint at Nanking of a great number of small silver coins, chiefly 20-cent pieces, a portion of which are spurious and all of which would seem to contain a very much lower percentage of silver than the old coins already upon the market.

"My Committee have addressed Sir Evershed Fraser, K.C.M.G., on the subject, urging that strong representations should be made at once to Peking protesting against this action on the part of the Chinese Government Mint from whom every support in providing a sound currency ought to be expected instead of a deliberate issue of debased coins. Considerable unrest and dislocation of trade was caused by the refusal of a large number of exchange shops, traders and others to accept the coins and they were only subsequently accepted at a discount.

"The whole currency question in China is, as you are aware, in a most unsatisfactory state and, as it does not seem that there is any real chance of practical reform of the currency generally, at any rate for a very long time, it is with the view of urging the Shanghai Municipal Council to deal with the question of currency in the Settlement that my Committee now addresses you. The subject of subsidiary coinage and the establishment of a Municipal currency has occupied a good deal of space in the local Press during the last few weeks and my Committee trust that, after consideration of this letter, the Council will see their way to appointing a Special Commission to go into the question thoroughly, to call evidence of leading Bankers and merchants and large employers of labour in Shanghai and to report on the feasibility or otherwise of establishing a Municipal currency.

"The unreliability of the existing currency presses hardly upon the poorer classes in Shanghai. Coolies are to a large extent at the mercy of shrewd and unscrupulous employers who have the means of the money to pay them and the purchasing value of small silver coins varies from day to day very much at the will of the numerous exchange shops in Shanghai, most of the purchases made by the poorer classes being in copper coins—in addition there is the depreciation in the copper coins to be considered—the present purchasing power of copper cents being a great deal less than six or seven years ago.

"Furthermore, as the coinage depreciates employers of labour have to pay more and more to their employees to maintain the same rate of remuneration as before and to give their employees an equivalent purchasing power. The best remedy in the opinion of my Committee would be the establishment of a Municipal currency and the licensing of exchange shops in the Settlement. The exchange shops might be licensed at once which would be a source of revenue to the Council, and would give a feeling of security to the population generally and might act as a check on the manipulation at present practised, one of the conditions of the licence being that if and when a Municipal currency is established such shops should deal with such currency at its full par value only; i.e., exchange it for Mexican or British dollars at its face value.

"My Committee makes the following suggestions for consideration:—
"The only true solution of the present difficulty is for the Municipal Council to issue its own subsidiary silver and copper or cupro-nickel currency based on the Mexican or British dollar. The scheme would involve the manufacture and issue of half-cent and one-cent cupro-nickel coins and 5, 10 and 20 cent silver.

"The risk of counterfeiting can be guarded against and may be considered negligible.

"The Council would not utilize any profit made out of the business, except for the purpose of building up a reserve fund for the replacement of worn coins and for redeeming and remelting the whole currency at such time as the Chinese Government is prepared to replace it with something equally reliable.

"The risk of loss of the Council, even if the scheme should prove to be a failure, would be negligible. For the sake of the Chinese and Storekeepers.

to the cost of coining and remelting and of any variation of price in the few tons of copper and nickel it would be necessary to purchase.

"To maintain the new currency at its par face value the Council would at all times be ready through its Bankers to exchange it for Mexican or British dollars.

"My Committee think that a scheme of Municipal currency would be acceptable to the residents of Shanghai, except perhaps to the before mentioned exchange shops and acquirers which have been warmly welcomed by the great body of wage earners, of shopkeepers and of employers of labour.

"My Committee even think that it might be expected that the demand for sound money represented by the Municipal coins would unless checked, extend far beyond the bounds of the Settlement and there would be a danger of the issue exceeding limits which it would be wise to point out that at present none of the official Chinese currencies are recognized in the Settlement, this real money basis on which trade is conducted being silver, which is manufactured by private melting shops, the Mexican dollar and foreign bank notes, Chinese dollars and subsidiary silver and copper coins, circulate as commodities varying in value in relation to the basis of silver and Mexican dollars.

"The silver coin suggested to be issued would be similar to those issued by the Hongkong Government and would consist of 5, 10 and 20 cent pieces, 800 fine of the following weights—20 cents 33.81 grains; 10 cents 41.90 grains; 5 cents 50.95 grains. This is slightly higher than the corresponding weight of a Mexican or of a British trade dollar and would allow of about 1 per cent of wear before the coins become lighter than their complement of these units.

"The charges for coining and minting would at a liberal estimate be 5 per cent and the net profit therefore about 1 per cent.

"With regard to the copper coinage, when the Tramway Company proposed to issue its own tokens and get them manufactured by the Bombay Mint, the mint master recommended a token made of an alloy unsuited to native work and therefore not easily salable and difficult to counterfeit. The alloy suggested was what is used for small coins in India, viz., 25 per cent nickel and 75 percent copper. The coins would have a milled serrated edge to facilitate the detection of counterfeiters as counterfeiters are seldom well milled. It would also be perforated with the Bombay Mint would no doubt be prepared to manufacture these coins, also the silver coins for a small charge.

"The present price of copper, say £110 per ton would hardly allow of the coinage of cupro-nickel coins at the moment, but at £70 per ton for copper—about the price in normal times—the coins could be produced with a liberal margin of profit.

"Assuming the population to be served by the new coinage to be one million, it is estimated, judging by the experience of the Hongkong Government, that it would be necessary to coin in all a face value of £5,000,000 of silver coins and \$500,000 of cupro-nickel.

"For the coining of subsidiary silver coins, the Council could ship silver to Bombay or buy silver in Bombay if the price there were favourable, as sometimes happens.

"Judgment was delivered in the Mixed Court in the Yunnan opium case on the 2nd inst.

Mr. R.F.C. Master, in his address to the Court, said that there was one matter he wished to refer to which had not been touched upon so far by any of the Counsel in their speeches but which he thought ought to be brought to the notice of the Court and that was the gross breach of the confidence which his clients the Maritime Customs, placed in the official request for exemption from examination of the luggage brought by this party of Yunnanese officials. There had been a gross abuse of the courtesy extended by the Customs to these officials. High officials in Yunnan had made the request, high officials in Shanghai had backed it up and seen to its going through here, high officials formed the Party who brought the luggage containing the opium in free of examination—the Customs had in the past, whenever possible, extended the courtesy of exempting from examination the luggage of Chinese officials on a proper request being made—they would be more chary of extending such courtesy in the future.

Mr. Master submitted that the matter referred to constituted a very grave aggravation of the offence committed and he asked the Court to take it into consideration in inflicting penalties on such of the accused as it might convict.

At this stage Mr. Tossdale rose and asked permission to address the Court.

The Assessor—You do not represent anybody.

Mr. Tossdale—I do not represent anybody in this case and though I am not regular, I ask to address the Court in view of what had been said by Mr. Master against the Yoyin and the accusations that have been made against him.

The Assessor—I cannot hear you. It might affect the accused. What have you to say?

Mr. Tossdale—I want to inform the Court that steps have been taken by the Yoyin in this matter to clear the accusations made against him.

Mr. Master—If the Yoyin wants to have justice he could address the Court in a proper way. In my opinion I have deliberately omitted to mention the attitude and demeanour of the two witnesses sent by the Yoyin's Yama.

The Assessor, in passing sentences said:—This is a very painful case, especially for those who have always valued for the good of the country in which we live. We leave the conduct of the Yoyin to the investigations of the superior authorities.

We find the first accused, Sung Seag, guilty but in consideration of his youth and the subordinate position he

An Unhygienic Mouth is a standing menace to health

PYORRHOCIDE

POWDER

promotes oral hygiene by correcting many conditions of an incipient pyorrhoeal nature. It is medicated with Dental thus establishing its value in the treatment of soft, bleeding, spongy gums. PYORRHOCIDE retards the accumulation of salivary calculus, one of the principal causes of

PYORRHEA (Riggs' Disease)

Correct and prevent pyorrhoeal conditions by using PYORRHOCIDE regularly every day as a dentifrice. PYORRHOCIDE is a tooth and mouth cleanser of high efficiency and is soothing and healing to the oral tissues.

QUEEN'S DISPENSARY

Happer & Co., Ltd.

31 QUEEN'S ROAD, CENTRAL. HONG KONG.

THE ONLY EXCELLENT
ENGLISH TAILORS
IN THE COLONY.

Diss Bros

No. 1 WYNDHAM ST.
(Over Shaws)
ESTABLISHED 1860.

A handy lad with a hammer can do it well!
But we employ men who are expert to demonstrate the best way to use

"MALTHOID"

These men have learned from experience and will give you the benefit of their experience

FREE!

It will make a great difference in your roof!

CHAP! LIGHT!
GLASS! SAFE!
WATERPROOF! SMOKEPROOF!

Agents, BRADLEY & Co., Ltd.
HONGKONG.

JUDGMENT IN YUNNAN, OPIUM CASE.

Judgment was delivered in the Mixed Court in the Yunnan opium case on the 2nd inst.

Mr. R.F.C. Master, in his address to the Court, said that there was one matter he wished to refer to which had not been touched upon so far by any of the Counsel in their speeches but which he thought ought to be brought to the notice of the Court and that was the gross breach of the confidence which his clients the Maritime Customs, placed in the official request for exemption from examination of the luggage brought by this party of Yunnanese officials. There had been a gross abuse of the courtesy extended by the Customs to these officials. High officials in Yunnan had made the request, high officials in Shanghai had backed it up and seen to its going through here, high officials formed the Party who brought the luggage containing the opium in free of examination—the Customs had in the past, whenever possible, extended the courtesy of exempting from examination the luggage of Chinese officials on a proper request being made—they would be more chary of extending such courtesy in the future.

CLOSING SHARE QUOTATIONS.

Banks	7 1/2	5 p.m.
Docks	12 1/2	5 p.m.
Sugars	10 1/2	5 p.m.
Del Indos	120 1/2	5 p.m.
Wharves	84	5 p.m.
Cement	94	5 p.m.
Star Ferries	36	5 p.m.
Kwong	14 1/2	5 p.m.
Yangtze	14 1/2	5 p.m.
Shanghai Docks	7 1/2	5 p.m.

Penang St. Andrew's Society has decided to hold no concert this year on St. Andrew's Day, but to solicit donations from the members of the Society and others, the proceeds to go to the Scottish Branch of the Red Cross Society.

To-day's Advertisements

DIOCESAN SCHOOL AND ORPHANAGE

SCHOOL DUTIES WILL BE RESUMED on FRIDAY, 1st September. For Terms for Boarders or Day scholars, apply to—

THE HEADMASTER.
Hongkong, Aug. 29, 1914.

WARNING

THE GAS COMPANY, desiring to warn Householders against allowing men to interfere with their gas fittings, unless such men are produced with certificates of recent date of employment by the Company.

GEORGE GURRY,
Local Secretary.
Hongkong, Aug. 29, 1914.

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

For	STEAMERS	To SAIL	REMARKS
SHANGHAI	NAMUR Capt. A. Collyer	about 4th Sept.	Direct Service
LONDON & BOMBAY via SINGAPORE, PENANG, CEBU, PORT SAID & MARSEILLES	MALTA Capt. C. C. Talbot	about 8th Sept.	Connecting with Mail Steamer Kosmos
SHANGHAI, MOJI, and Kobe	BARDINIA Capt. J. T. Jeffery	about 14th Sept.	Direct Service
LONDON via SINGAPORE, PENANG, COLOMBO, PORT SAID AND MAR- SEILLES	NAMUR Capt. A. Collyer	about 22nd Sept.	Direct Service

Wireless on all steamers. Return tickets at a fare and a half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to
E. V. D. FARR,
Acting Superintendent.
P. & O. S. N. Co.'s Office.

O. S. K.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)

AMERICAN LINE. FOR VICTORIA, AND TACOMA, VIA MANILA, KEELUNG, SHANGHAI, NAGASAKI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA.

"TACOMA MARU" Capt. T. Hamada, Friday, 8th Sept., at 3 p.m.
(Omitting Manila, Shanghai and Nagasaki.)

BOMBAY LINE. FOR BOMBAY, VIA SINGAPORE, PORTSWORTH, TENHAM, PENANG AND COLOMBO.

S.S. "SAIGON MARU" Capt. N. Kobayashi, Thursday, 28th Sept. at 7 a.m.

S.S. "LUZON MARU" Capt. Konishi, Sunday, 3rd Sept., at Noon.

JAVA LINE. FOR MANILA, SANDAKAN, SINGAPORE, BATAVIA, SAMARANG, SOERABAYA & MACASSAR.

FORMOSAN LINE. FOR TAMSUI, KEELUNG, ANPING, TAKAO, VIA SWATOW, AND AMOY.

S.S. "OTOWA MARU" Wednesday, 28th August, at 9 a.m.

S.S. "AMAKUSA MARU" Capt. Konishi, Sunday, 3rd Sept., at Noon.

Calling at Tamsui, Keelung via Swatow and Amoy.

Calling at Anping and Takao via Swatow and Amoy.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO:-

H. YAMAUCHI, Manager.

TEL. Nos. 744 & 745.

No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	18th September.	4th Oct. at 11 a.m.
ST. ALBANS	21st October.	10th Nov. at 11 a.m.

[All above steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. All Steamers fitted with Wireless Telegraphy.

For further particulars, apply to

GIBB, LIVINGSTON & CO.
Agents.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, FORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING.
From Hongkong: Connecting with From Colombo:
25th September. S.S. "KATHIWAR" 17th October.
Excellent Accommodation for 1st and 2nd Class Passengers.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, FORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

S.S. "SALAMIS" from Hongkong 30th November.

For Rates of Freight apply to

THE BANK LINE LIMITED.
MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co. Ltd.)

JAPAN, CHINA AND STRAITS

TO UNITED KINGDOM & CONTINENT

For	STEAMER	SAIL
LONDON	"CITY OF NORWICH"	On 5th September.

Steamers proceed via Cape of Good Hope at Owners' option. Subject to change without notice.

For rates of freight and further information, apply to

THE BANK LINE LTD.
General Agents.

No. 1 & 2, Canton.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS	To SAIL
SWATOW & BANGKOK	CHANGCHOW	Aug. 30, at 9 a.m.
SHANGHAI	SHANGHAI	Aug. 31, at 4 p.m.
TIENSIN via WEIHAIEI	HOICHOW	Aug. 31, at 4 p.m.
SHANGHAI	SHANGHAI	Sept. 1, at 4 p.m.
HAIPHONG	SHANGHAI	Sept. 2, at 10 a.m.
MANILA, CEBU, & ILOILO	TAMPO	Sept. 2, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU".

Excellent Saloon accommodation in steamships. Electric Fans fitted. Extra state-rooms on deck aft on "Taming" and "Tao".

SHANGHAI LINE. PASSENGERS, MAILS & CARGO.

S.S. "Anshan", "Chusan", "Yanchow", "Yingchow", "Shantung" and "Sinkiang" with excellent accommodation. Electric Light and Fans in Saloon and State-rooms maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers on through Bills of Lading to all Yangtze and Northern China Ports. Passengers on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

For	STEAMERS	To SAIL
SHANGHAI via SWATOW	CHONGSANG	WEDNESDAY, Aug. 30, Daylight.
SINGAPORE & SOERABAYA	CHUNSIANG	THURSDAY, Aug. 31, at 3 p.m.
Kobe & MOJI	KUTSANG	FRIDAY, Sept. 1, Daylight.
SANDAKAN	HINSANG	FRIDAY, Sept. 1, at Noon.
SHANGHAI	KWONGSANG	SATURDAY, Sept. 2, Daylight.
MANILA	JUENSANG	SATURDAY, Sept. 2, at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	LAISANG	SATURDAY, Sept. 2, at 3 p.m.
HOIHOW & HAIPHONG	TAKSANG	SUNDAY, Sept. 3, at 7 a.m.
MANILA	LOONGSANG	SATURDAY, Sept. 9, at 3 p.m.

RETURN TOURS TO JAPAN.

THE steamers Kutsang, Namsang, Loikang & Fokang leave about every 3 weeks generally call at Shanghai en route Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 15 days. This service is supplemented by the Fokang, Kamsang leaving Hongkong at regular intervals for Yokohama (when sufficient business is offering) Kobe & Moji and returning thence direct to Hongkong. Time occupied 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yantai, Port, Chefoo, Tientsin, Dally, Weihaiwei.

Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Jesselton and Labuan.

Under Straits Government Passport Regulations. All European Passengers, leaving the Colony for Straits settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are dispatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

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JARDINE, MATHESON & Co., Ltd.,
Agents.

Telephone No. 215.

R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE

HOMEWARD.

For STEAMERS | DATE OF DEPARTURE |

TRANS-PACIFIC SERVICE.

Sailing to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

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AGENTS.

Telephone No. 315 Sub. B. 12.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. SHITALA, 5,300 tons, Capt. A. J. Terry, will be despatched for SHANGHAI, KOBE and MOJI on 29th August.

WESTWARD.

The above Steamer has excellent saloon accommodation for passengers and is fitted with all modern conveniences and carries a duly qualified surgeon.

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DAVID SASSOON & CO. LTD.
AGENTS.

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DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
HAICHONG	Capt. W. C. Passmore	FRIDAY, 1st Sept. at 2 p.m.
HAITAN	Capt. J. S. Thomson	TUESDAY, 5th Sept. at 2 p.m.
HAICHONG	Capt. J. W. Evans	

Arrivals and Departures from the Company's Wharf (near Blais Pier).

For Freight and Passage apply to:-

DOUGLAS LAFRAIK & Co.,
General Managers.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong Subject to change without notice.

Steamer. Tons & Speed. Leave Hongkong.

PERSEA MARU 9,000-14 knots. Thu. 21st Sept. at 10.30 a.m.

TENYO MARU 11,000-15 knots. Wed. 4th Oct. at Noon.

SHINYO MARU 11,000-15 knots. Tues. 17th Oct. at 10.30 a.m.

KWANTO MARU 8,000-12 knots. Wed. 1st Nov. at Noon.

SIBERIA MARU 18,000-18 knots. Thu. 5th Oct. at Noon.

KOREA MARU 19,000-18 knots. Sun. 15th Oct. at Noon.

Proceeding to South American Ports. Via MANILA, Omitting Shanghai.

First Class to London. 271-10. Return (8 months) 4150.

New York. 296-10. Return (8 months) 4250.

San Francisco. 245-10. Return (8 months) 3650.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For Japan Ports, Honolulu, San Francisco, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires, etc.

Steamer. Tons & Speed. Sailing.

ANYO MARU 18,500-15 knots. Wed. 26th Sept. at Noon.

For full particulars as to Passage and Freight apply to

T. DAIGO, AGENT.

Telephone 291.

KING'S BUILDING (Opposite Blais Pier).

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION. STEAMERS. Displacement. SAILING DATE.

LONDON via SINGAPORE. IYO MARU. Tons 12,500. THURSDAY, 7th Sept. at Noon.

COLOMBO, PENANG, COLOMBO, DUBAI, CAPE TOWN, AND TENRIE. MIYAZAKI MARU. Tons 15,000. THURSDAY, 14th Sept. at Noon.

VICTORIA, B.C. & SEATTLE. YOKOHAMA MARU. (FRIDAY, 1st Sept. at 4 p.m.)

YOKOHAMA MARU. (TUESDAY, 19th Sept. at 4 p.m.)

SYDNEY via MELBOURNE. STANGO MARU. (TUESDAY, 19th Sept. at 4 p.m.)

DAY ISLAND, TOWNSVILLE AND BRISBANE. NIKKO MARU. (FRIDAY, 12th Oct. at 4 p.m.)

CALCUTTA via SINGAPORE. CAYLON MARU. (FRIDAY, 8th Sept. at Noon.)

PENANG & RANGOON. (Capt. Tada, Tons 10,000) Sept. 8th.

BOMBAY via SINGAPORE. YETOHOFU MARU. (FRIDAY, 8th Sept. at Noon.)

MALACCA AND COLOMBO. (Capt. Ogura, Tons 8,000) Sept. 8th.

NAGASAKI, KOBE & YOKOHAMA. (SUNDAY, 10th Sept. at Noon.)

SHANGHAI, KOBE & YOKOHAMA. (TUESDAY, 12th Sept. at 10 a.m.)

MOJI & KOBE. (WEDNESDAY, 14th Sept. at Noon.)

SHANGHAI, KOBE & YOKOHAMA. (FRIDAY, 16th Sept. at Noon.)

YOKOHAMA. (Capt. Nomura, Tons 8,000) Sept. 16th.

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SHIPPING

P. & O. S. N. Co.

STEAM FOR STRAIT COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS, AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship MALTA, Captain C.C. Talbot, is carrying the H.B.M. Majesty's Mails will be despatched from this port on or about FRIDAY, the 8th September, 1916, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Kosmos, from Colombo. Passengers, accommodation in which vessels is secured before departure from Hongkong. Sails and Variables, and the Cargo for Italy, France, and Liddon (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be covered via Bombay port at Mysore due in London about 14th October, 1916.

Parcels will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. V. D. FARR,
Acting Superintendent.

Hongkong, Aug. 25, 1916.

OCEAN STEAMSHIP CO., LD.

CHINA MUTUAL STEAM NAVIGATION CO., LD.

"BLUE FUNNEL" LINE.

NEW YORK SERVICE.

HONGKONG to New York.

THE Steamship "EURYMACHUS"

Ready to load about 8th September.

For Rates of Freight and further information apply to:-

BUTTERFIELD & SWIRE,
Agents.

Hongkong, Aug. 23, 1916.

NOTICES TO CONSIGNEES.

SHARE REPORT

AUGUST 20TH 1916.

Stock and paid up Value.	Options 11.30 A.M.	Last Dividend and date.	Return based on last year's div.
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HONGKONG & SHAI	\$125	\$745 ea.	29.5 intexim	64 p.c.
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MARINE INSURANCE.		
Cantons	\$ 50	\$895
North China	25	T. 153
Cantons	\$100	\$920
		\$7 final a/c 1914, \$18 Interest on 1914
		Int. 1914 1/2 %/1915
		Final of \$25 and bonus \$100

\$ p.c.

Yangtze	\$ 60	\$260	Final of \$30 a c 1915	of \$
			for 1914 and int. of \$6	71 p
			on account 1915	
FIRE INSURANCES.				
China Fire	\$ 20	\$154 b.	\$7 and bonus \$3 for	Wine
			1914.	

HONGKONG FIRE ... & CO		\$300 a.	\$27 for 1914	61 p.
SHIPPING.				
Douglas Steamships	\$50	\$134 b.	\$5 lat for 1915/1916 ...	p.c.
Steamboats	\$ 15	\$32 a.	\$1 for 1915	D.F.

Indo-Chinas --		
(Preferred).....	348 b.	6/- for 1915
(Deferred)	8124 b.	10/- Bonds
		6/- for 1916
		5- a/c 1915 Coupon 26
		9- 1916 Coupon 25

Star Ferry\$ 10	33%	
REFINERIES..			
China Sugars\$100		
		\$107 b, 107,	
		1074 & 108 a.	
Malayan Sugars\$100		
		\$107 b, 107,	
		1074 & 108 a.	
		\$12 for 1915	
		\$5 for 1915	

MINING.		
Kallara	21	33.
Langkate	gdrs. 10	T. 283 sa.

Rauba.....£1	82	9/- s/c 1915	0
Trench Mines£1	30/-	1/- s/c 1918	0
Infant Carriage£1	34/- s.	5/- for 1915	0
DOCKS, WHARVES			

AND GODOWES.			
Kowloon Wharves \$ 50	\$83 1/2 b.	\$3 1/2 for 1915.....	4 1/2 per
H.K. & Whampoa Docks \$ 50	\$127 1/2 b. 128 s.	\$5 for 1915	4 per

Shanghai Docks T. 100	(T. 75 b. & 75 sa.)	Tls. 74 for year ending 30-4-18	
Hongkew Wharfs T. 100	T. 84	Tls. 3 for 1918	54 p.c.
HOTELS, LANDS <i>(The following are the names of the hotels, lands, etc., which are the property of the Government of the Republic of China, and are being offered for sale by the Government of the Republic of China.)</i>			

Hongkong Hotels...	\$ 50	\$115	\$5 a/c 1915	
Central Estates	\$100	\$30 b.	\$7 a/c 1915	8 p.c.
Hongkong Lands	\$100	\$30 b.	Interim div. of \$34	
Humphreys Estates \$ 10	\$84 b.		\$5 cents for 1916	6 p.c.

Kowloon Lands	£ 30	£88	£24 for 1915	12 p.c.
West Point	£ 50	£88	Interim of 83	
Shanghai Lands	T. 50	£ 92	6 % interim a/c 1916.....	

COTTON MILLS.			
Eweo	T. 50	T. 148 b.	Tls. 16 for year ending 31-10-15
Shanghai Cottons T.	50	T. 94 b.	Tls. 6 div. & Tls. 14 bonus for year ending 30-6-5
			11 p=
			13 d.c.

Kang Yik.....	T. 1D	T. 13 b	Tla. 14 for 1916.....	13 p c
Yangtazapoo	T-5	T.5 b		
MISCELLANEOUS.				

China-Ecruos	\$ 12	\$8	72 da. for 1915.....	84 c.e.
Light & Powers	\$ 5	\$4½ b. & ca.	6 p.c. for year ending	
			23-200	3 p.c.
China-Providenta ..	\$ 10	\$8.90 b.	70 cents for 1915	7 p.c.
Dairy Farms	\$ 3	\$4½ a.	\$1.95 for year ending	
			31-7-15	4½ p.c.
			80 cents for 1915	4½ p.c.

Green Islands	\$ 10	\$4 s. s.			
Hongkong Electric \$ 10	\$6 1/2 t.		\$2 1/2 for 1916/1918	6 p.	
Hongkong Ice	\$ 25	\$103	\$5 on a/c 1916	7 b.	
Hongkong Ropes	\$ 10	\$34 x. d.	\$1 interim 1916	8 p.	
Hongkong Tramways 5/-	\$7.40 b.	7 1/2 s. & s.	30 cents a/o 1915	5 p.	

Morning Posts	25	\$29	\$2 for 1916	2 p.c.
Peak Tramways	10	84 b.	7 % for 1915/1916	7 c.c.
do. (new)	1	50 cts.		

Steam Laundry.....	\$ 5	\$4 7	25 cents for 1916/1918.....	7 p.
Union Waterboats	\$ 10	\$17 5	\$1 for 1915.....	64 p.
Watsons	10	\$4 6	70 cents for 1915.....	10 p.

William Powell \$ 714.85 b.	50 cents for 1913/1914...
<p>S.—Sellers. SA.—Sales. B.—Buyers.</p> <p>Telegraphic Address: "REALTOR." MOXON & TAYLOR</p> <p>Telephone No. 990—F.O.B. No. 111, Share and General Brokers.</p>	

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